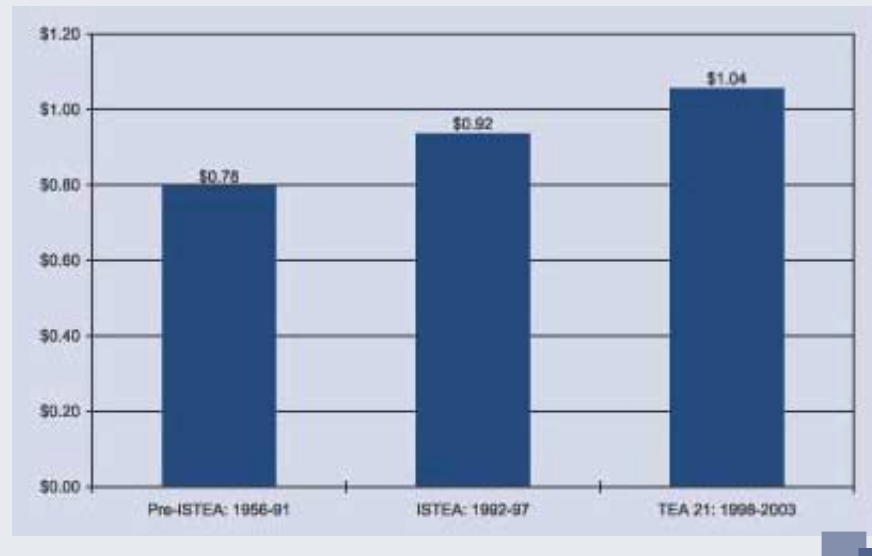


## Federal investment increases

A key factor in Wisconsin's increased investment in transportation is the availability of federal funds. By aggressively promoting the need for equitable transportation funding, the state has made great strides to increase federal support for transportation in Wisconsin.

Prior to 1991, the state received back only \$0.78 for every dollar paid into the federal Highway Trust Fund. The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 increased the return to \$0.92 per dollar. Finally, with the Transportation Equity Act for the 21st Century (TEA 21) passed in 1998, Wisconsin now receives slightly more than one dollar back for every dollar paid into the Highway Trust Fund.

### Wisconsin increases its return on federal funds



## Keeping Wisconsin highways safe

Wisconsin has been very successful in reducing the risk of traffic fatalities. The rate of traffic fatalities (measured per million vehicle miles of travel) has declined by 34% since 1986. Thus, even as traffic has risen dramatically in the past 15 years, the number of traffic deaths has remained relatively stable.

In absolute terms, Wisconsin had 757 highway fatalities in 1986, compared to 801 fatalities in 2000. However, other recent years had significantly lower fatalities: 744 in 1999, 709 in 1998, and 721 in 1997.

Wisconsin's success has been no "accident" -- a number of key initiatives and programs have contributed to safer roadways.

## Seat belts

Studies consistently show that seat belts save lives. Since Wisconsin's safety belt use law went into effect in 1987, seat belt use increased from 26% to about 65%. The child passenger safety law, upgraded in 1992, requires children up to eight years old to be properly restrained.

## Curbing drunk driving

Wisconsin's legal drinking age was raised from 19 to 21 in September 1986. Since then, the drinking-driver crash rate for 18-year-olds declined 63% while the rate for 19-year-olds declined 76%. A law that became effective in 1988 provided for prompt suspension of driver privileges for a minimum of six months for drivers whose blood-alcohol content tests at 0.10 or higher.

Wisconsin's increasingly tougher stance on drunk drivers has had tangible results. In 1986, 49% of traffic fatalities were alcohol-related; in 1999, it dropped to 36%.

The Pre-trial Intensive Supervision Program initiated in Milwaukee in 1993, and now active in 10 counties, has shown great promise as an effective tool to reduce OWI recidivism by getting offenders into monitoring, counseling and treatment as soon as possible after an arrest.

## Educating young drivers

Wisconsin's Graduated Driver Licensing law was phased in during the year 2000. It provides young drivers the important experience they need in hopes of reducing the number of drivers and passengers ages 15-20 killed or seriously injured in motor vehicle crashes.

*"Wisconsin can be proud of the tremendous progress that's been made over the last decade in designing and building a safe, high quality transportation network. With the ever-increasing number of motorists using our highways, it's more important than ever that we continue our collective efforts to promote safe and responsible highway travel."*

*Ernie Stetenfeld  
Vice President of Corporate Relations,  
AAA Wisconsin*

## Roadway improvements

Highway corridor safety programs are instituted on high traffic volume two-lane roadways throughout Wisconsin to enhance safety. State and federal highway safety dollars were used to increase signing, install pavement marking devices, provide better vision corners, install delineator signs and add wider pavement markings. These corridors have shown a reduction in fatal and serious injury crashes.

Longer-lasting, more highly reflective pavement markings are also enhancing highway safety, particularly for Wisconsin's growing elderly population.

## Rail crossing safety

WisDOT works closely with the railroad industry to improve rail-highway safety. The department steadily increased funds to upgrade grade crossing warning systems and currently expends approximately \$12.6 million annually.

Despite increasing rail and motor vehicle traffic, rail-highway crossing deaths in 1998 and 1999 were down 38% compared to the average annual total from 1990 – 1997.

Safety accomplishments